

magazine
2019



TRINTELLA
VRIENDENKRING

Focus op
De Trintella
Centre Cockpit serie

Reisverslag
In de Griekse
wateren

Onthuld
Trintella 2.0
concept



4 Articles translated

Pg. 2

Revealed: Trintella 2.0 concept

A tribute to Anne Wever and a beautiful gift for the TVK's fiftieth anniversary was Riekie Wever and Joop Doomernik's big reveal: launching a series of new Trintella yachts. It added an extra festive edge to the anniversary party in 's-Hertogenbosch on 17 November, celebrated right next to the original Trintella shipyard. It was a reveal hinting to a great future, not just for the Trintella brand but our Trintella Vriendenkring as well.

Let's call Shipyard Anne Wever's (later called Trintella Shipyard) first construction period, from 1955 to 2002, Trintella Period 1.0. Then the plans by Doomernik Yachts, building a new series of Trintellas, could mean the dawn of a new age: Trintella 2.0.

What happened exactly? One of our members, Joop Doomernik, has made a name for himself and his shipyard, Doomernik Yachts, as builder and restorer of Dragon yachts. Besides specialising in this type of yachts, he developed the interest in filling the need for more luxurious sailing yachts for certain niche markets. The famous Italian shipyard Wally gifted Doomernik Yachts with the exclusive right to build and sell the Wally Nano Mk II. This model was originally Dutch designed (by André Hoek), and three ships of this type have been created since 2017. As a boat builder with a passion for the classically pointed yacht Joop kept pursuing his childhood dream to one day build his own Trintella. No small matter to realise this, was researching what happened to the brand.



Brand back at birthplace!

Becoming owner of the Trintella brand is no sinecure. When the shipyard closed in 2002, it had several Trintella C yachts in the portfolio. Finishing these yachts, and the right to its brand, was taken over by HYS (Hamble Yacht Service) based in England. Plans to continue the Trintella legacy were

made, but never carried out, as HYS was taken over by the equally British Ancasta Group in 2005. This party decided against further development of the Trintella brand. An Italian shipyard saw a future in the brand, but proved unsuccessful in realising their dreams. For many years, the brand lay forgotten in an old Venetian shipyard.

Until 2016, when Joop decided to reclaim the Trintella brand, bring it back to 's-Hertogenbosch and revive it by building sailing yachts with the very same DNA Anne Wever had once created. This would also revitalise the reputation of the once so successful Trintella name.

Trintella 2.0 concept

The plan is to develop a series of Trintella sailing yachts that match the early series by Shipyard Anne Wever, meaning the Trintels and Trintella I and II series, now known as the Trintella Classics. This successful series, with its Classic lines, becomes the foundation for the Trintella 2.0 concept. These characteristic lines will show above the water, for example in the "swept behind": a relatively small stern with the familiar sheer that gives authenticity to the classic pointed sailing yachts.

The classic lines are modernised and are now better known as the "modern" Daysailer and Weekender, sailing yachts with a large cockpit and endless comfort for short stays. With a more modern bottom and sailing plan, they make for excellent sailing ships. The plan is to have the series consist of three types: a 33 footer, a 38 footer and a 43 footer, the smallest of which will be more like the Daysailer, and the two largest like the Weekender. The latter will be more spacious and comfortable below deck for long trips with up to four people. The development and the launch will first focus on a 38 footer. It is most common in the development of a series to start with the middle sized model, and to up and downscale from there. Considering the small production numbers of these finely finished yachts, they will be developed for the higher segment of the market.



Trintella weekender concept

Designer

To develop a sailing yacht, in this day and age, fit for the niche market of Daysailers and Weekenders, you need a boat builder who is also a yacht architect, with experience in designing boats based on the classic designs from the fifties and sixties. The Dutch yacht construction, with several upstanding architect firms, has a reputation to maintain. One of the most sensational naval architects is the

Gerard Dykstra's firm (www.Dykstra-na.nl). He has been part of the origin of the reintroduction of the large J-Class yachts, and a catalyst for reviving sailing races in this elite class.

It is no surprise that Joop Doomernik has found his match in Dykstra to realise his plans for a Trintella 2.0. The result of this first unique collaboration is a 38 ft design which unmistakably shows the lines of the Trintella Ia and II.

Execution

During the start-up of this project, the first boats (38 ft) will be built in aluminium, because this grants maximum production flexibility to the first phase. Building with plastic becomes more economically attractive with larger numbers. Finishing the ships will be top quality, with carbon rigging and excellent equipment among other things.

Planning

This means that 2018 is not only Trintella Vriendenkring's anniversary, but it also the year that marks the reintroduction of Trintella. The brand is brought back to the Netherlands and 's-Hertogenbosch, only a stone's throw away from the shipyard where it all began. The first concepts will become more detailed in 2019, and the preparations for the actual construction of the hull will follow soon after. We are hopeful that the launch of the first Trintella 2.0 will take place in 2020.

The TVK and Doomernik Yachts will share more information on the progress of this unique project through channels such as the Newsletter and website.

Peter van der Waa

Pg 12

Joop Doomernik Speaking

Joop Doomernik (52) is a passionate boat builder and owner of a Trintella Ia, named *Anne*. And... he has plans to revive the Trintella brand. In short: plenty of reason to ask this yachtsman pur sang some questions.

What does the Curriculum Vitae of boat builder Joop Doomernik look like?

I was born and raised in 's-Hertogenbosch and come from a family of furniture makers. My father and grandfather were both professionals in making beautiful things from wood. After secondary

school, as expected, I went to the MTS in Rotterdam, later known as the *Hout en Meubel College* (Wood and Furniture College). During my studies, I took a traineeship at Shipyard Anne Wever in 1983, where I first came into contact with Anne and the highly esteemed craftsmanship of finishing Trintellas.

After my education, I briefly worked at another Dutch shipyard, but the craftsmanship there was such a let-down that, after six months, I decided to register as self-employed with the Chamber of Commerce. I gained more experience in building yachts, with different employers, and also grew more and more familiar with the world of Dragons. Being a fulltime entrepreneur called to me, and in 1990 I rented a hall next to the Brabanthallen in 's-Hertogenbosch near marina Neptunus. In 1993, Shipyard Anne Wever went out of business, and an opportunity arose to rent its halls of the old masts and paint shops. After months of renovation and digging floor pits to lower the Dragons into, we had a solid foundation for growth. The “new” Dragons were developed here. The class rules for building Dragons allow changing the shapes of the hulls. In collaboration with André Hoek, we developed a fast hull.

After about five years in 's-Hertogenbosch, we got too big for our britches, and in 1998 we moved to a larger hall in Leusden. With exception of one dip, the business steadily grew, and due to a trip to Tilburg where the hull builder and I were in the same hall, we settled in Zaltbommel in 2000. The foundation of our shipyard is still the Dragon, both new and restoration. We have costumers all over the world, and Dragons are shipped in containers to be restored in Zaltbommel. Every now and then, we will also restore real Classics.

Around 2014, we had the desire to expand our horizon and use our craftsmanship in another niche market. Partly thanks to the connections with André Hoek, I got in touch with the Italian shipyard Wally, builder of large and luxurious yachts. The smallest model in their portfolio was a retro classic, type pilot cutter, a design by André Hoek, which did not get the attention I believed it deserved. After some negotiations, I obtained the rights to build and sell this boat myself. The introduction of the Wally Nano Mark II marked the beginning of a new era, without losing our focus on Dragons. The first Wally was launched in 2016. The fourth is in production as we speak.

What is Doomernik Yachts’s strategy for the future?

The market for providers of pre-produced boats is saturated, but I do believe there is a market for the exclusively built yachts. This will be a niche market where love for the craft is linked to proven and beautiful classically lined concepts. The Wally is a great example: the pilot cutter is a classic design and it fits my vision of the boats I’d like to build in the future. The Wally project tastes like more. I felt that the international reputation I had built with Dragons, and some Wallys, could result in great spin-offs for a project with its own identity. This brings the long-held aspiration of building “custom-built” sailing yachts with Trintella DNA a lot closer. The first steps have been made (see the article about Trintella 2.0), but it will take a lot of energy to launch a completely new Trintella series, with the desired quality.

How “big” will the shipyard be in five years?

In about five years I’ll still be building and repairing Dragons, but in regards to turnover, “custom-built” boats like Wally and Trintella will be the highest percentage. We expect to be building two or three Trintellas a year. We should not forget that the Trintella project is still being developed, the costs of which will be high, and we estimate a development time of around three years.

When and how did you first encounter the Trintella brand, and what kept the flame burning?

That would have been somewhere around 1980, when I was 14 years old. I owned an Aspirant, a wooden chine for Vikings, and was riding my bike home past Shipyard Anne Wever, to the harbour. One day I saw Anne Wever coming down a huge staircase to welcome a German costumer. It was a very warm welcome, like he had known the man for years. Wiebe Wever had hoisted a German flag, and Anne's large Mercedes was parked in front. The newly built Trintellas 38, 44, 52 and 42 were docked at the shipyard's quay. I could witness the shipyard's activities a few times a week, when I biked to the Viking to work at another boat, sell it, or a slightly larger boat, until I owned a real Viking by the time I was 16.

I think it was that image of Anne, the activities around the shipyard, the luxurious yachts and the brand, all of it, that made me see Anne Wever as a role model. It fascinated me. Apparently, it became a great influence on everything I did and thought later on. Back then, I didn't know yet that I'd be interning at the shipyard someday, and that I'd come to appreciate the unique characteristics and values of the brand, such as the quality of and love for craftsmanship. Yet, I already could distinguish the really good carpenters on the shipyard, and, as a rookie, learned to appreciate their methods. It was that period that, I think, formed the core for the term "quality". Quality isn't just in creating something nice, it's an attitude.

It's an attitude that is in your DNA, as it shows, and recurs in several facets, such as relationships with customers, family, friends and employees, as well as the love for the aesthetic.

Quote 1

I just wanted a plane for my birthday, when all my friends wanted John Travolta posters.

Unquote

Quote 2

Quality isn't just in creating something nice, it's an attitude.

Unquote



New Wally Nano Mk II at Palma de Mallorca



Dragon in modern colours



A proud Joop at the shipyard



Newly delivered Dragon for US-customer



Wally Nano being finished between Dragons



Taking *Anne* out around the Ertveldplas

Pg 18

Trintella *Centre Cockpit* Series

Focussing on a series seaworthy sailing yachts with a centre cockpit and a special design.

After focussing on the Trintella Classics in the last edition of the Magazine, we now take a closer look at the second series of Trintellas. The Trintella Centre Cockpit series, consisting of the Trintella III, IIIa, 41 and V, is a special, maybe even headstrong, step in the development of the fleet. Special, not only because of the unique design (with a poop deck) of three out of five models, but also because of the way the development took place.

The big success of the shipyard with the Trintella I and II asked for continuance in the late sixties. The market for luxurious seaworthy yachts started moving towards the 35 footers. Thanks to the great collaboration with Van de Stadt designing the I and II series, Anne Wever and this firm discussed their wishes for designing a worthy heir to the popular sailing cruisers with wooden frame. In 1969, during the first gathering of Trintel and Trintella sailors, people could admire the Trintella III. It had a long keel, centre cockpit, full polyester frame, separate rear cabin and the helm at port side, and was the concept for the upcoming, larger types.

Shipyard Anne Wever always outsourced the production of the polyester hulls and completely focussed its attention on high quality finishing of ships. Since local hull suppliers could not always

meet the large demand of the Dutch market, the shipyard found a great supplier for the I and II in Tyler Mouldings in the UK. Tyler did not just supply hulls, it also concentrated on producing 'good-to-go' yachts, partly inspired by the collaboration with Van de Stadt. This put Anne Wever in a difficult position, where Tyler wasn't just supplier but competitor as well. This love triangle between Tyler, Anne Wever and Van de Stadt, unique for its time, resulted in the other types of the Centre Cockpits.

During these moments of close collaboration in the seventies, Anne Wever noticed Tyler and Van de Stadt working on a 40 ft yacht with a poop deck. Anne immediately recognised this as an obvious contestant for heir to the III. In 1971, Tyler launched his Victory 40 and Anne his Trintella IV. The concept of the comfort enhancing poop deck called to a group of sailors from the 35 ft class. Anne asked the engineering department of Tyler to draw that type of deck in the III, and soon after the IIIa was born. It was introduced only a year later as the IV. Tyler named it the Victory 36 and sold it on the English market. This series of Trintellas with a centre cockpit and poop deck quickly became a common, yet unique, sight. When the demand for bigger and more luxurious grew, the Trintella V (48 ft) appeared in 1974. The equivalent by Tyler was named the Victory 48. The V was the last in the series. Halfway during the seventies, Anne realised these poop deck yachts only called to a certain group, so together with Van de Stadt he started working on a new series: the Flush Deck.

Trintella III

The Trintella III did not just know many different lay-outs, it also offered several options in build-up and rigging (sloop or ketch). The first models had three small windows on both sides, the later models (including the IIIa) had four or five, adding to the beauty of the lines. This was due to the layout and placement of the main bulkheads. Several boats from the same construction period are equipped with a fixed wooden deckhouse, which we also find in the larger Trintella A and C series.

Trintella IIIa

The simple addition of the suffix "a" suggests that the Trintella III and IIIa only differ in details. This is true for most of the technical aspects: the bottom and the lay-out are identical. The raised rear deck and the two large windows, however, gifted the IIIa with an entirely unique look. The idea of the poop deck was based on a previous design of the Trintella IV. In the rear, the extra headroom added to comfort, but the ship was equal to the trusted III in all other aspects. The IIIa can be found with both sloop and ketch rigging.



Trintella IV and 41

The Trintella IV is 4 ft longer than the III/IIIa, resulting in a larger aft cabin, designed as a lounge that can be turned into a king-sized bed, and a separate bathroom unit. The many windows in the stern are typical for the Trintella IV.

In both the Trintella III/IIIa and IV, the aft cabin can be reached through the open centre cockpit. This was not always seen as more comfortable. When a customer asked for a Trintella IV with an underpass to the aft cabin, the cockpit floor was altered, elevated and a passage to the aft cabin was created on the starboard side. This altered version of the Trintella IV was sold as the Trintella 41, of which 4 ships were built. This solution of an underpass to the aft cabin is seen in all later Trintellas. All ships of this type are ketch rigged.



Trintella V

The Trintella V was the flagship of the poop deck series. At almost 15 meters long, this ship was the superlative of everything the shipyard was creating. The ship offered endless space and comfort, and was fit for long trips and stays. The Trintella V is ketch rigged.

Quote from a 1974 sales brochure:

The Trintella V/Victory 38: a ship that commands respect. With its 48 foot, it is a majestic sight to behold on all seas.



Data Trintella *Centre Cockpit* series

	III	IIIa	IV/41	V
Model		Poop deck	Poop deck	Poop deck
L.O.A., m	10,74	10,74	12,2	14,63
Waterline, m	8,6	8,6	9,8	11
Width, m	3,2	3,2	3,5	4,06
Draught, m	1,4	1,4	1,5	1,8
Displacement, kg	7500	7500	10500	19000
Ballast, kg	2800	2800	3700/4300	6000
Sail area, m2	53,6/61,5	53,6/61,5	80,2	83,9
Construction, year	1969 – 1979	1972 - 1979	1971 - 1978	1974 - 1979
Numbers built	Approx. 135	Approx. 60	Approx. 50 (41:4)	18 incl. Victory 48
Rigging	Ketch/sloop	Ketch/sloop	Ketch	Ketch
Keel	Longkeel	Longkeel	Longkeel	Longkeel

Pg 46

Being TVK's series coordinator is fun!

During the existence of Shipyard Anne Wever, nearly 1200 Trintels and Trintellas were built. We assume that around 1000 ships still exist, and that most of those sail around in (reasonably) good condition. They can be anywhere: from Chile to Australia, from the USA to Greece, from Workum to Oostende.

Being series coordinator is challenging!

Within this fleet, we differentiate between five different series, based on their design features. These series are: the Classics, the Centre-Cockpits, the Flushdecks, the Trintella 42 and the A and C series.

Each of these series has its own coordinator. As a series coordinator, you actively contribute to the preservation of the fleet. Isn't that great?

The point of focussing on preservation is to ensure that the ships can and will sail for as long as their technical lifetime will allow it. This isn't just because we consider Trintels and Trintellas part of our sailing heritage, but also to guarantee that owners, families and guests all around the world can still enjoy sailing these beautiful ships in the future.



Loet sailing the *Scheldemeeuw* with jib hand John, taking time off from being series coordinator

Being owner is temporary; a ship remains (hopefully!)

Looking from the ship's point of view, owners are temporary. Most of our ships are so well kept that they can last another lifetime.

That is, when owners are willing and able to keep their ships in good condition. This will allow the new owners to get or keep their ship in the desired condition without spending too much money or time on it.

This is the only way to keep ships sailing.



During the Concours de Créativité, experiences are shared. Port Zelande 2016

Many ways to help the owners!

It is one of our aims: supporting owners in getting to know their ship, and in getting and keeping their ship in top condition, whether they are TVK members or not.

We support them through collecting knowledge on design and construction, and maintenance and technique, and sharing this information. The TVK database on our website is our main media for doing so.

The series coordinator has an active part to play in this, together with one or more of the association's technical advisors. It is fun to do: you get to have interesting conversations, can contribute greatly, and get appreciation from the owners when replying quickly and inspiringly. If they weren't members already, they will be.

When someone asks you to be involved in buying a Trintel or Trintella, you can help find a new and caring owner for a ship. We are also involved in planned sales for Trintels and Trintellas. They often have sad and moving backstories, suddenly making their poor condition understandable. With information and advice, we can help smooth out the selling process.

We also organise more group oriented preservation activities, such as the Concours de Créativité during the Spring Meeting, and, more recently, a workshop Preservation and Technique for the Classics. The series coordinator and their technical advisors have a large part to play in these activities as well.

A lot is happening behind the scenes...

Apart from directly supporting owners, we also want to map all ships in the fleet: what are their berths, their building numbers (documents) and shipyard files, and who is their current owner? It's a matter of getting in touch with the owner to find out the condition of the ship, if they are aware of the history of the ship, and what their plans are. These are fun and interesting conversations, which can lead to original solutions for type specific subjects on technique, maintenance and comfort.

This is another task for the series coordinator and their advisors: recording such solutions in a Technical Information Bulletin, publishing it on the website and bringing it to the attention of other owners, as well as collecting construction and detailed drawings, technical manuals and reports from refit projects.

In short: never a dull moment as a series coordinator.



First TVK workshop for Classics owners in February 2019 in Zaltbommel: major success!

A lot still needs to happen!

As Team Preservation with the series coordinators we've managed to get a lot of things done these past few years, but a lot still needs to happen. That's not a bad thing, because Rome was not built in a day, and quite frankly, the work is so much fun I cannot bear the thought of it being over.

We could, however, do with a few more hands: spreading the workload across more enthusiastic members, who would like to join Team Preservation.

Does this sound like something you'd like to do? Then let our Preservation board member, Willem de Graaf, know, for example by emailing w.degraaf@trintella.org.

You will read more about this in the following Newsletters.

For now, I will continue my useful tasks on the Preservation of our Trintel and Trintella fleet!

By: Series coordinator Classics, Loet Geldhoff